

CAPSULE SUMMARY SHEET

Survey No.: PG:79-74 (PACS A5) Construction Date: 1941
Name: Edward J. O'Brien Company Property
Location: 15055 Marlboro Pike, Upper Marlboro vicinity, Prince George's County

Private/Industrial/Occupied/Fair/Not accessible

Description:

The Edward J. O'Brien Company Property is a 1-story, 5-bay industrial building on the south side of Marlboro Pike in the Upper Marlboro vicinity, Prince George's County. The building is accessed by a lane which runs south from Marlboro Pike, parallel with the Pope's Creek line of the Baltimore and Potomac Railroad (now Conrail). The building is adjacent to the main rail line on its east elevation while a spur of the rail line runs along the west elevation. Constructed in 1941, the building's function was to sort, package and ship tobacco. The structure is rectangular in plan with a shed roof. The building is of wood-frame construction with a metal roof and corrugated metal exterior siding. The original windows, of which only one pair remains, are wood 6/6 double-hung. The windows were replaced with vinyl awning windows.

Significance:

The most prevalent form of industrial buildings dating to the early- and mid-twentieth century, is a utilitarian single- or multi-story form, with no formal architectural style, such as the Edward J. O'Brien Company Property. The Edward J. O'Brien Company purchased the .34 hectare (.86 acre) lot, situated on the Pope's Creek Branch of the Baltimore and Potomac Railroad, in 1940. The parcel currently retains this size. According to the records of the Prince George's County Tax Assessor, a building was constructed on the land in 1941. The structure does not appear on any historic maps, as it was constructed after the publication of Martenet's Atlas of Prince George's County, Maryland, 1861 and Hopkins' Atlas of

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Prince George's County, Maryland, 1878. The Baltimore and Potomac Railroad was chartered in 1853, construction began on the line in 1868, and the first trains ran on January 1, 1873. An early criticism of the Baltimore and Potomac Railroad in Charles County had been its lack of waiting rooms and freight storage structures on the line. Freight transportation averaged 150 hogsheads of tobacco a day in the fall of 1873 and steadily increased during the late nineteenth century with the addition of general merchandise and agricultural produce (Wearmouth 1984:14). The Edward J. O'Brien Company, a business chartered in Lexington, Kentucky, sorted, packed, and shipped tobacco from this rail side location. The property was sold to the current owners, Thomas F. Houck Sr. and Lorena A. Houck, in 1971.

Maryland Historical Trust
Maryland Inventory of Historic Properties Form
U.S 301 South Corridor Transportation Study

DOE ___yes ___no

1. Name: (indicate preferred name)

historic Edward J. O'Brien Company Property

and/or common Thomas Houck Property

2. Location:

street & number 15055 Marlboro Pike ___ not for publication

city, town Upper Marlboro x vicinity of congressional district

state Maryland county Prince George's

3. Classification:

Category	Ownership	Status	Present Use
<u> </u> district	<u> </u> public	<u>x</u> occupied	<u> </u> agriculture <u> </u> museum
<u>x</u> building(s)	<u>x</u> private	<u> </u> unoccupied	<u> </u> commercial <u> </u> park
<u> </u> structure	<u> </u> both	<u> </u> work in progress	<u> </u> education <u> </u> private
<u> </u> site	Public Acquisition	Accessible	<u> </u> entertainment <u> </u> residence
<u> </u> object	<u> </u> in process	<u> </u> yes: restricted	<u> </u> government <u> </u> religious
	<u> </u> being considered	<u> </u> yes: unrestricted	<u>x</u> industrial <u> </u> scientific
	<u>x</u> not applicable	<u>x</u> no	<u> </u> military <u> </u> other:
			<u> </u> transportation

4. Owner of Property: (give names and mailing addresses of all owners)

name Thomas and Lorena Houck

street & number 10914 Brookwood Avenue

telephone no.:

city, town Upper Marlboro

state and zip code MD 20772

5. Location of Legal Description

Land Records Office of Prince George's County

liber 4022

street & number 14741 Governor Oden Bowie Drive

folio 694

city, town Upper Marlboro

state Maryland

6. Representation in Existing Historical Surveys

title None

date ___federal ___state ___county ___local

depository for survey records

city, town

state

7. Description

Survey No. PG:79-74 (PACS A5)

Condition		Check one	Check one	
<input type="radio"/> excellent	<input type="radio"/> deteriorated	<input type="radio"/> unaltered	<input checked="" type="radio"/> original site	
<input type="radio"/> good	<input type="radio"/> ruins	<input checked="" type="radio"/> altered	<input type="radio"/> moved	date of move _____
<input checked="" type="radio"/> fair	<input type="radio"/> unexposed			

Resource Count: 1

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

The Edward J. O'Brien Company Property is a 1-story, 5-bay industrial building on the south side of Marlboro Pike in the Upper Marlboro vicinity, Prince George's County. The building is accessed by a lane which runs south from Marlboro Pike, parallel with the Pope's Creek line of the Baltimore and Potomac Railroad (now Conrail). The building is adjacent to the main rail line on its east elevation while a spur of the rail line runs along the west elevation. Constructed in 1941, the building's function was to sort, package and ship tobacco. The structure is rectangular in plan with a shed roof.

The building is of wood-frame construction with a metal roof and corrugated metal exterior siding. The original windows, of which only one pair remains, are wood 6/6 double-hung. The windows were replaced with vinyl awning windows.

The front, or north facade has a symmetrical fenestration pattern. Near each end is a pair of awning windows, while the center bay is a large wood overhead door. The second bay is a metal and glass door, while the fourth bay is a solid wood door. The east elevation has five evenly spaced bays consisting of overhead doors. The west elevation is adjacent to the spur railroad line. The rail line is covered by two large wood-frame, shed roof canopies. The canopies cover two loading bays. The first bay has two overhead doors, while the second has a single overhead door. Also on this elevation is the original pair of double-hung windows and a single fixed-light window.

There are no outbuildings associated with this property.

The property is located on the south side of Marlboro Pike and the west side of the Conrail line. The property is located in a small industrial/commercial area at the intersection of Marlboro Pike and the present Conrail line.

8. Significance

Survey No. PG:79-74 (PACS A5)

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archaeology-prehistoric	<input type="checkbox"/> Community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communication	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1941

Builder/Architect unknown

check: Applicable Criteria: ☐ A ☐ B ☐ C ☐ D
and/or
Applicable Exceptions: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G
Level of Significance: ☐ national ☐ state ☐ local

Prepare both a summary paragraph of significance and a general statement of history and support.

The Edward J. O'Brien Company purchased the .34 hectare (.86 acre) lot, situated on the Pope's Creek Branch of the Baltimore and Potomac Railroad, in 1940. The parcel currently retains this size. According to the records of the Prince George's County Tax Assessor, a building was constructed on the land in 1941. The structure does not appear on any historic maps, as it was constructed after the publication of Martenet's Atlas of Prince George's County, Maryland, 1861 and Hopkins' Atlas of Prince George's County, Maryland, 1878. The Baltimore and Potomac Railroad was chartered in 1853, construction began on the line in 1868, and the first trains ran on January 1, 1873. An early criticism of the Baltimore and Potomac Railroad in Charles County had been its lack of waiting rooms and freight storage structures on the line. Freight transportation averaged 150 hogsheads of tobacco a day in the fall of 1873 and steadily increased during the late nineteenth century with the addition of general merchandise and agricultural produce (Wearmouth 1984:14). The Edward J. O'Brien Company, a business chartered in Lexington, Kentucky, sorted, packed, and shipped tobacco from this rail side location. The property was sold to the current owners, Thomas F. Houck Sr. and Lorena A. Houck, in 1971.

The most prevalent form of industrial buildings dating to the early- and mid-twentieth century, is a utilitarian single- or multi-story form, with no formal architectural style, such as the Edward J. O'Brien Company Property. These buildings were used to produce component parts of a product or to perform specialized manufacturing/production functions. The size, shape and form of the building is dependant on the building technology in use at the time of construction and on the intended function of the building. The vernacular tradition of industrial building construction is a small or medium-sized building, often of masonry construction. The nineteenth century industrial building was frame, stone or brick, with small windows due to the bearing-wall construction. The development of steel and reinforced concrete structural frames, in the late nineteenth century, eliminated the need for bulky bearing-wall construction and allowed for larger exterior windows. The roof form was often pitched until the 1870s, at which time the roofs became flat or low-pitched.

Industrial buildings constructed during the 1920-1945 period reflect the demand for considerable open interior space. With the coming of truck freight hauling, many industrial buildings were designed to facilitate freight loading and transfer, and featured loading docks, cargo platforms, and special elevators. New buildings, built for specialized processing or warehousing, were also erected between 1920 and 1945. While new machine shops or auto repair garages were often built, older factories were also often converted into such facilities.

CONTINUATION SHEET

MARYLAND HISTORICAL TRUST

STATE HISTORIC SITES INVENTORY FORM

RESOURCE NAME: Edward J. O'Brien Company Property

SURVEY NO.: PG:79-74 (PACS A5)

ADDRESS: 15055 Marlboro Pike, Upper Marlboro, Prince George's County, Maryland

8. Significance (Continued)

The Edward J. O'Brien Company Property is located near the town of Upper Marlboro in Prince George's County. The Native American inhabitants of southern Maryland from the Piscataway and Potobac nations were joined by European settlers beginning in 1634 with the establishment of St. Mary's City by Leonard Calvert. Successive waves of colonists took up tracts of land further inland from the Chesapeake Bay along the Patuxent and Potomac rivers and their tributaries. Charles County was formed in 1658 and Prince George's County was established in 1696. Settlement was confined to inland areas until road clearing began in the mid-eighteenth century as a result of the establishment of port towns and Maryland's rising population. Tobacco cultivation dominated the economic and social life of both Charles and Prince George's counties until the mid-nineteenth century when soil exhaustion necessitated agricultural diversification. The introduction of rail lines in 1873 linked Prince George's and Charles counties with the surrounding area, encouraging trade and settlement. While the suburbanization of Prince George's and Charles counties was ensured by the widespread availability of the automobile in the mid-twentieth century, these southern Maryland counties have also retained their rural and agricultural character.

NATIONAL REGISTER EVALUATION:

The Edward J. O'Brien Company Property is not eligible for the National Register of Historic Places. The property is not eligible under Criterion A, as research conducted indicates no association with any historic events or trends significant in the development of national, state or local history. Historic research indicates that the property has no association with persons who have made specific contributions to history, and therefore, it does not meet Criterion B. It is not eligible under Criterion C, as it lacks architectural distinction. The building has a basic, utilitarian form with no remarkable architectural character or structural innovations. Finally, the structure has no known potential to yield important information, and therefore, is not eligible under Criterion D.

MARYLAND HISTORICAL TRUST

Eligibility recommended _____

Eligibility Not Recommended X

Comments: _____

Reviewer, OPS: DeBucher

Date: 10/14/93

Reviewer, NR Program: _____

Date: _____

CONTINUATION SHEET

MARYLAND HISTORICAL TRUST

STATE HISTORIC SITES INVENTORY FORM

RESOURCE NAME: Edward J. O'Brien Company Property

SURVEY NO.: PG:79-74 (PACS A5)

ADDRESS: 15055 Marlboro Pike, Upper Marlboro, Prince George's County, Maryland

8. Significance (Continued)

The Edward J. O'Brien Company Property is located near the town of Upper Marlboro in Prince George's County. The Native American inhabitants of southern Maryland from the Piscataway and Potobac nations were joined by European settlers beginning in 1634 with the establishment of St. Mary's City by Leonard Calvert. Successive waves of colonists took up tracts of land further inland from the Chesapeake Bay along the Patuxent and Potomac rivers and their tributaries. Charles County was formed in 1658 and Prince George's County was established in 1696. Settlement was confined to inland areas until road clearing began in the mid-eighteenth century as a result of the establishment of port towns and Maryland's rising population. Tobacco cultivation dominated the economic and social life of both Charles and Prince George's counties until the mid-nineteenth century when soil exhaustion necessitated agricultural diversification. The introduction of rail lines in 1873 linked Prince George's and Charles counties with the surrounding area, encouraging trade and settlement. While the suburbanization of Prince George's and Charles counties was ensured by the widespread availability of the automobile in the mid-twentieth century, these southern Maryland counties have also retained their rural and agricultural character.

NATIONAL REGISTER EVALUATION:

The Edward J. O'Brien Company Property is not eligible for the National Register of Historic Places. The property is not eligible under Criterion A, as research conducted indicates no association with any historic events or trends significant in the development of national, state or local history. Historic research indicates that the property has no association with persons who have made specific contributions to history, and therefore, it does not meet Criterion B. It is not eligible under Criterion C, as it lacks architectural distinction. The building has a basic, utilitarian form with no remarkable architectural character or structural innovations. Finally, the structure has no known potential to yield important information, and therefore, is not eligible under Criterion D.

MARYLAND HISTORICAL TRUST

Eligibility recommended _____ Eligibility Not Recommended X

Comments: _____

Reviewer, OPS: Suzanne Pickens

Date: 07/21/1997

Reviewer, NR Program: B. Kintz

Date: 7/21/97

gms

9. Major Bibliographical References Survey No. PG:79-74 (PACS A5)

Continuation Sheet

10. Geographical Data

Acreage of nominated property _____

Quadrangle name Bristol, MD

Quadrangle scale 1:24,000

Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
-------	------	--------	------

state	code	county	code
-------	------	--------	------

11. Form Prepared By

name/title Caroline Hall/Tim Tamburrino

organization P.A.C. Spero & Company

date September 1996

street & number 40 W. Chesapeake Avenue, Suite 412

telephone (410) 296-1635

city or town Baltimore

state Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposed only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
DHCP/DHCD
100 Community Place
Crownsville, MD 21032-2023
(410) 514-7600

CONTINUATION SHEET

MARYLAND HISTORICAL TRUST

STATE HISTORIC SITES INVENTORY FORM

RESOURCE NAME: Edward J. O'Brien Company Property

SURVEY NO.: PG:79-74 (PACS A5)

ADDRESS: 15055 Marlboro Pike, Upper Marlboro, Prince George's County, Maryland

9. Major Bibliographical References (Continued)

- Boucher, Jack E. Landmarks of Prince George's County, Maryland. Baltimore: John Hopkins University Press, 1993.
- Bowie, Effie Gwynn. Across the Years in Prince George's County. Baltimore: Genealogical Publishing Company, 1975.
- Hopkins, G. M. Atlas of Fifteen Miles Around Washington Including the County of Prince George, Maryland. Riverdale, Maryland: Reprint by the Prince George's County Historical Society, 1975.
- Martenet, Simon J. Atlas of Prince George's County, Maryland, 1861. Riverdale, Maryland: Reprint by the Prince George's County Historical Society, 1996.
- Maryland-National Capital Park & Planning Commission. Illustrated Inventory of Historic Sites, Prince George's County, Maryland. Upper Marlboro, 1993.
- Pearl, Susan G., Marina King and Howard S. Berger. Historic Contexts in Prince George's County. Upper Marlboro: Maryland-National Capital Park and Planning Commission, 1991.
- Watson, James Douglas. Prince George's County, Past and Present. Washington, D.C.: Federal Lithograph Company, 1962.
- Vogel, Robert. Industrial Structures. Edited by Diane Maddox. Built in the U.S.A. Washington, D.C.: The Preservation Press., 1985

Maryland Comprehensive Historic Preservation Plan Data Sheet

Edward J. O'Brien Company Property; PG:79-74 (PACS A5)
15055 Marlboro Pike, Upper Marlboro, Prince George's County, MD

Historic Context:

MARYLAND COMPREHENSIVE PRESERVATION PLAN DATA

Geographic Organization:

Western Shore

Chronological/Developmental Period Theme (s):

Modern Period A.D. 1930-Present

Prehistoric/Historic Period Theme(s):

Economic (Commercial and Industrial)

RESOURCE TYPE:

Category (see Section 3 of survey form):

Buildings; Private Ownership; Public Acquisition - Not
applicable; Occupied; Not accessible; Industrial

Historic Environment (urban, suburban, village, or rural):

Suburban

Historic Function(s) and Use(s):

Tobacco Distribution

Known Design Source (write none if unknown):

None

PG:79-74

Map 102

P. 6



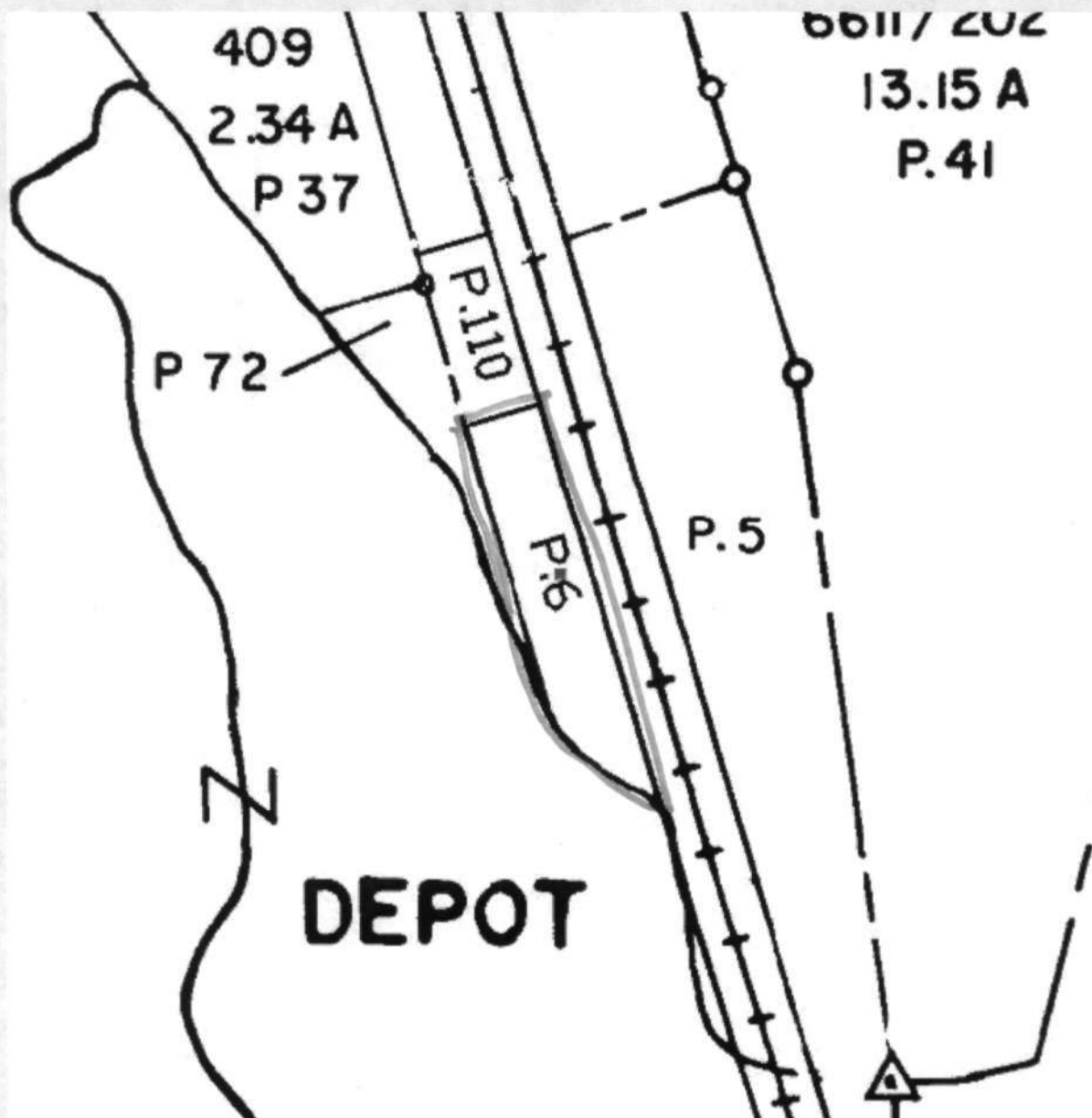
Real Property
Information

Maryland Department of Assessments and Taxation
Real Property System

[Go Back]

Account ID : 17030205351

[Zoom In]



Property maps provided courtesy of the Maryland Department of Planning © 2000.

For more information on electronic mapping applications, visit the Maryland Department of Planning web site at www.mdp.state.md.us.

U.S. 301 South Corridor
Transportation Study

4303000m N

Survey # AS PG: 79-74

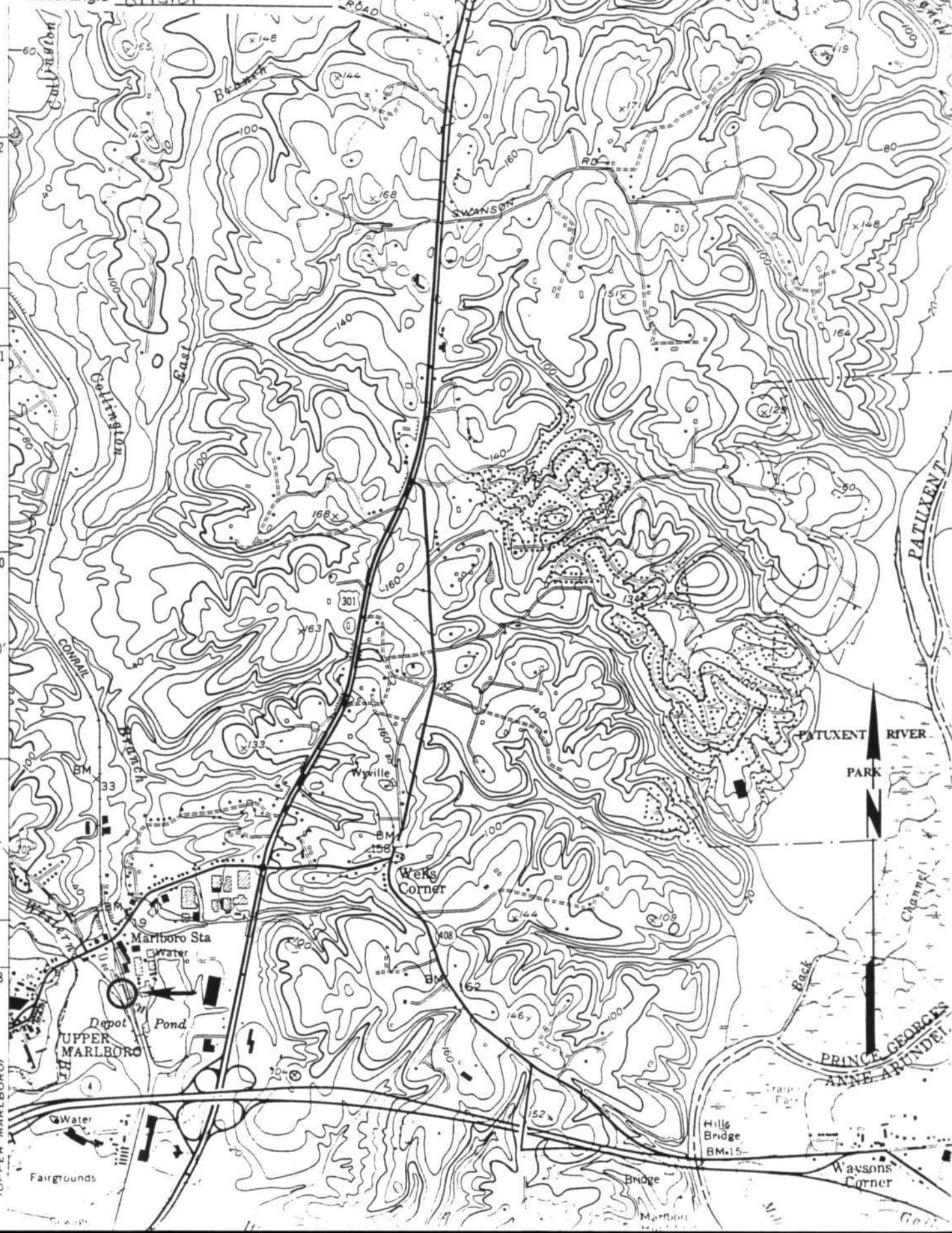
Property Name Edward J. O'Brien Company Property

Town/County Upper Marlboro vicinity / P.G. Co.

Quadrangle Bristol

RIADENSBURG 1 1/4 MI
LARGO (UNCL. MD 214) 7.6 MI

5661 IV SE
(UPPER MARLBORO)





1 PG: 79-74

2 Edward J. Obrien Co. Property
Prince George's County, MD

3 Tim Tamborrino 9/96

4 P.A.C. Spero + Co. 40 Wicthesapeake Ave
#412, Baltimore, MD 21204

5 15055 Marlboro Pike north elevation of
building South View

6 1 of 3



PG: 79-74

2 Edward J. O'Brien Co. Property
Prince George's County, MD

3 Tim Tambarrino 9/96

4 P.A.C. Sporo + Co., 40 W. Chesapeake Ave, #412,
Baltimore, MD 21204

5 15055 Marlboro Pike East elevation of
Building Southwest View

6 2 of 3



1. PG: 79-74

2. Edward J. O'Brien Co, Property
Prince George's County, MD

3. ~~Tom Tamburino~~ 9/96

4. R.A.C. Spero + Co, 40 W. Chesapeake
Ave, #412, Balto, Md 21204

5 15055 Marlboro Pike West elevation
& Building Southeast view

6 3 of 3